therefore, sufferers themselves and the cause of suffering in others. Besides the amount of land sur-rounding these city asylums is not, and in the na-ture of things cannot be, sufficient for exercise, amusement or other necessary purposes, nor is the annual outlay for these asylums sufficient to pro-vide proper care for the patients.

amusement or other necessary purposes, nor is provided things cannot be a sufficient in or exercise annusement or other necessary purposes, nor is provided the provided provides and a sufficient to provide or provided the provided provides and a sufficient to provide or provided the provided provides and a sufficient to provide a sufficient to provide a sufficient to the State and counties of the care of 3.684 patients is in the State and counties of the care of 3.684 patients, while an other portion of its insane, numbering 3.684 patients, while an other portion of its insane, numbering 3.684 patients, while an other portion of its insane, numbering 3.684 patients, while an other portion of its insane, numbering 3.684 patients, while an other portion of its insane in well as a sufficient of provides and the sufficient of provides and the sufficient of provides and the sufficient of the sufficient

OLEOMARGARINE TO BE INVESTIGATED.

THE DISCUSSION REVERTS TO HUBERT O. THOMPSON FROM THE REGULAR CORRESPONDENT OF THE THIBUNE.] ALBANY, Jan. 24.-The State Dairymen's Association recently passed a resolution calling upon the Legislature to investigate the violation of the law against the sale of oleomargarine. This reso-Intion was introduced to-day in the Senate by Senator Coggeshall. He modified the resolution so as to direct that a special committee investigate the adulteration of butter, cheese and beer. Mr. Coggeshall teration of butter, cheese and beer. Mr. Coggeshall lives in a hop-raising district. The resolution prevoked a long debate, in the course of which Mr. Coggeshall explained that he introduced the resolution at the request of the State Dairymen's Association. Mr. Titus spoke satirically of the legislative investigations in general, reviewing the investigations ordered already by the present Legislature, and declaring that such investigations were shams. Existing laws are already ample to Legislature, and declaring that such investigations were shams. Existing laws are already ample to prosecute adulterations of dairy product. Mr. Lansing took up the gauntlet thrown down by Mr. Titus and reviewed the history of the previous investigation of Hubert O. Thompson, charging that it came to maght through the collusion of the Democratic factions.

The resolution was adopted. Ayes 22. Nays 3. Messrs. Thacher, Titus and Newbold.

RAILEOAD LEGISLATION.

BILLS TO EXTEND THE POWERS OF THE COMMIS-SIGNERS-THE SAFETY OF TRAVELLERS.

[FROM THE REGULAR CORRESPONDENT OF THE TRIBUNE.]
ALBANY, Jun. 24.—The Railroad Commissioners to-day introduced several bills for the enlargement of their own powers, and for the better protection of the public. One amends the General Railroad law of 1850 in regard to the financial accounts of companies. Another requires railroad companies building or renewing tracks to lay down specified kinds of safety switches, to erect safety signals on each approach to a low bridge, signals on each approach to a low brage, to have flagmen or gates at grade crossings, and prohibiting the use of any other than automatic air brakes. There is a provision in one of the bills against baggage smashing, and requiring companies to equip every passenger car with two sets of tools, for use in case of accident. Another bill forbids the construction of any railroad at grade across the preprinciple of the the construction of any railroad at grade across any other railroad, except by permission of the Railroad Commission. Still another bill forbids the collecting of more than 10 cents in addition to tariff rates for passage, by reason of the fare being paid in the cars.

THE RETURN OF THE INVESTIGATORS. ALBANY, Jan. 24.—The Assembly Committee on Chies left to-night for New-York and will begin the investigation into the management of the County Clerk's Office at the Metropolitan Hotel at 10 o'clock to-merrow morning. Saturday will be devoted to looking into the management of the Sherid's office, and on Monday as inquisitorial visit will be paid to the Register's office. The Senate Committee will continue its investigation note the affairs of the Department of Public Works at the City Hall, New-York, on Saturday.

THE WORK OF THE SENATE COMMITTEES. ALBANY, Jan. 24 .- Only two Senate committees transacted any business this afternoon. These were the Cities and Judiciary Committees. The Cities Committee will report favorably the bill providing for the erection of new station-houses and fireengine houses in New-York, and Mr. Dazgett's bill providing for the appointment of mediers of weights and measures in Brooklyn. The Judi-ciary Committee heard argument on the bill abolishing the State paper. The bill will be amended to meet the Constitutional objections, and will then be reported.

THE MUNICIPAL BUILDINGS BILL.

ALBANY, Jan. 24 .- In the Senate to-day Mr. Murphy introduced a bill empowering the Commissioners of the Sinking Fund of New-York to fix the sites for municipal buildings, for the Register's effice and for the Department offices. The sites may be in any park, except Central Park, or may be purchased. The Commissioners may secure plans from the Commissioner of Public Works, and when Commissioner of Public Works, and when such plans are approved the erection of the buildings may be began. The commissioners may make alterations and additions to buildings designated for public purposes. For the erection of these buildines bends to the requisite amount shall be issued by the city. He also presented the Eric County Medical Society's bill for the creation of a State Medical Faculty, the anticipation of which has caused some discussion among medical men, especially in New-York city

CIVIL SERVICE EXAMINATIONS.

Albany, Jan. 24.—The Board of Examiners of the Civil Service Commission held an open competitive examination of candidates for positions as clerks, messengers and orderlies in the public offices and buildings in Albany and as guards in the State prisons. There were forty-five applicants, of whom thirty desired clerkships. The papers will be examined by the commissioners, and such persons as are found competent will be granted certificates,

FOR THE PURCHASE OF RIKER'S ISLAND. ALBANY, Jan. 24.-Mr. Roosevelt introduced in the Assembly to-day a bill authorizing the New-York Commissioners of Charities and Correction to purchase Riker's island, for a sum not exceeding \$180,000; upon completion of the purchase, the island to be annexed to expediency of recommending legislation looking the County of New-York; and authorizing the Controller of New-York to issue bonds for the sum required for the purchase.

SYRACUSE SCHOOLS CLOSED.

STRACUSE, Jan. 22.-All the public schools were closed to-day, on account of the lack of funds, the Common Council refusing to make further appropriations for this year.

WHAT THE O'BRIEN FACTION SEEKS.

The committee of nine appointed last week by the O'Brien independent Democracy held a meeting last night in a parlor of the Hotel Brunswick. Oriando L. Stewart presided. Ex-Coroner Ellinger read a series of as, which were adopted, calling for the support of the Independent movement began last fall. In the proscable the following was one of the scutiment

Our faith is unbroken in Democracy as the exponent of the principles of decentralization, economical administra-tion, and government by the people through direct expression of the popular will at the polis. One of the resolutions called for the aboiltion of the appointment of municipal officers, such as the Controller, the Counsissioners of Public Works, the Corporation Counsel, the Police Justices, and in substitution thereof elections by the people, time removing one great cause of the corruptions now existing by the abolition of so-called patronare, which of right belongs to the people; asparation and total advorce of National and State elections from the manicipal elections, and the right investigation of the transactions of all public officers and fee asserpositions of fracts where versuch are found to this, and the prosecution of all offenders, no matter how high their positions may be. the Commissioners of Public Works, the Corporation

nesitions may be.

It was decided to appoint a committee of twenty-four-one from each Assembly district—to assist in perfecting the equatization throughout the city, and in arranging for holding primary elections.

FEDERAL CAPITAL TOPICS.

AMERICAN SHIPPING INTERESTS. A HOUSE BILL TO ENCOURAGE A MERCHANT MA

his act.

The Senate Committee on Commerce continued the conderation of the Shipping bill this morning. The proposition to allow ships to purchase stores from bonded ware onses without payment of daty, and to give a drawback pon materials entering into the construction of vessels unit in the United States on foreign account, were applied to the construction of the

A "FEMALE" AS MASTER OF A VESSEL.

VIEWS OF THE SOLICITOR OF THE TREASURY ON MRS. MILLER'S APPLICATION FOR A LICENSE,

Washington, Jan. 24.—The Solicitor of the Treasury has submitted to the Secretary an opinion on the question of the legality of issuing to a "female" a certificate of license as master of a steam vessel, having refer ence particularly to the case of Mrs. Mary A. Miller, of Louisiana. He says in part: "I admit there is no express provision in the law to prevent a woman's commanding a steamer as master; either is there anything in the Constitution to prevent a woman being elected to Congress or being elected as President; nor is there any provision of law forbidding a woman from commanding a ship of war or commanding the Army in time of war. As to the right of woman to receive a license to command a steamboa the law is silent as to sex. As a matter of 'propriety,' I do not think such a thing should be done.

"There are in the diversified relations and pursuits of life many kinds of labor for which women may be specially suited. But these enable a woman to preserve her social and exclusive character as a woman. They do not involve associations with the rough and rader portions of the opposite sex that are inevitable in their character. It is known to every one acquainted with Mississipp steamboat navigation, that there is no business parsnit requiring more of contact with the rough and-tumble of life than this does. Walle women are to be honored for engaging in such industrial pursuits of houest labor a nature has adapted them to, I cannot but think that their engagement in callings pscaliarly suited to men is calcu-lated to lessen and lower that chivalric devotion to the sex that has pscullarly marked American civilization benefators.

heretokens because in the object desired to obtaining a "it seems to me the object desired to obtaining a easily attained without har having such license. If the purpose is to let her have and exercise the entirecontrol and management of the boat, why not allow the clerk or any one else on board to bett master nominally, she retaining all powers to herself and ordering and courolling everything to suit herself! Instead of being the paster merely in name, while some one else will and must perform the duties of master, why may she not let some one else be master in name and she ordering, directing and controlling what is to be done! the machinery is all in order-space economized and convenience consulted for delivering the proper freight at every landlar. In case of disaster from the, collision, or explosion, she would not give order and direction for saving life, enforcing composure and being the last to leave a burning or susking wreck. I could enhance a hundred other duties that appendix to a tough, enduring and weather-beaten sultor. It is a great mistake to simpose that the master of a steamboat has nothing to do but to sit in his office, give give general directions, sign his name and occasionally pronounced the hurricane deck. He must be instant, in season and out of season, in summer's heat and winter's cold. He must be the first on band at the ery of danger, and the last to think of his own personal discomfort or danger. As to those parts of master's duties which a woman can perform, she can discharge them just as well by the moral power of her presence dif she prefers being on board) while another may be master roranually. master notationally.

"All the fliddle-fieldle of the day that we hear about women's rights' is calculated to degrade instead of elevating female character."

WHY MR. TYSON GAVE WAY.

HIS RESIGNATION DEMANDED BY MR. KEIFER, Washington, Jan. 24.-C. W. Tyson, a ommittee stenographer of the XLVIIth Congress, was xamined to-day by Messrs. Dockery, Brewer and Mulletof the House Committee on Accounts. The witness re signed his position at the close of the last Congress. He was called to testify what he knew concerning the removal of House employes of the XLVIIth Congress at the close of the last session, and the appointment of men who did no work.

A few days ago ex-Speaker Keifer said the resignation of Mr. Tyson was volunteered, and showed the communi-cation containing the resignation, which was dated March 3, 1883. The members of the sub-committee on Accounts 3, 1883. The incinners of the sub-containtee on Accounts to-day asked the witness the cause of his resigning his position. He said that the resignation had been demanded by Mr. Keifer, who expressed a desire to appoint in his stead his nephew. Mr. Tyson further said that he had not contemplated resigning until asked to do so by the ex-spector. His health was in poor condition, and he testified that he had hoped to rest during the summer vaccation, and still thaw his pay, because of his being an vacation, and still draw his pay, because of his being an employe of the House of Representatives.

THE NATIONAL BOARD OF TRADE.

Washington, Jan. 24.-At to-day's session of the National Board of Trade, Mr. Dodd, of Portland, Oregon, read a paper, setting forth the desirability of removing the bar at the mouth of the Columbia and Willamette Rivers in Oregon. After discussion, a resolution was adopted requesting Congress to make an appropriation for that purpose,

The feasibility of enlarging the Michigan and Illinois anal and construction of the Hennepin Canal was dis cussed, and it was the general sense that Congress should farther these works. The convention also considered the to the enactment of a National bankrupt law, and a resolution was passed urging Congress and a resolution was passed urging Congress to frame such a law, based on or embracing the general principles of the Lowell bill. Several measures were proposed amendatory of the American shipping laws, which were referred to a committee composed of Messrs, Weiberill, of Philadelphia Low, of San Francisco; Young, of Balthmere; Pope, of Chicago; and Snow, of New-York. The committee was instructed to report tomorrow, and the day's session will be devoted to a consideration of its report, and to a discussion of the merits of the Reagan Inter-State Commerce bill.

The delicentee attended a banquet at Willard's Hotel tothe Real an Inter-State Commerce bill.
The delegates attended a banquet at Willard's Hotel to-

TO PRESERVE WOODS AND FORESTS. Washington, Jan. 24.-In the Senate to-day Mr. Sherman presented a bill for the preservation of the woods and forests of the National domain adjacent to the sources of the navigable rivers and their affluents in tha United States. It is the bill presented by the same Sena-tor at the first session of the XLVIIth Congress. It pro-vides that all m. public timbered lands adjacent to the sources of the navigable rivers and their affluents be with drawn from public sale and entry; appoints a commis drawn from paties said and control appears a common said for the purposes mentioned, and appropriates \$25,000 for the travelling expenses of said commission, which is composed of General Wright, this of the Engineer Corps; General Hazen, commanding the Signal Corps; Dr. Loring, Commissioner of Agriculture, and Professor Baird, Secretary of the Smithsonian Institution. The bill was referred to the Committee on Agriculture.

culture. THE CHINESE INDEMNITY FUND. Washington, Jan. 24.-In the Senate to-day a bill was introduced by Mr. Miller, of New-York, to anthorize the President to pay over to the Chinese Government the fund now under control of the Secretary of

State of the United States, known as the Chinese Indemnity Fund. It was a bill, Mr. Miller said, in keeping with the Japanese Indemnity bill passed by Congress. This money had been given by China for the express purpose of liquidating ceriain specific claims; these claims have been liquidated, and there is a large balance left which undoubtedly belongs to China and ought to be returned. It was referred to the Committee on Foreign Relations.

THE SENATE BANKING BILLS. Washington, Jan. 24.—The Senate Financial Committee has had several meetings to-day to consider the banking bills. This morning Senator Sherman's bill was taken up, and a substitute was ofered authoriz-ing the issue of currency equal in amount to the par value of all bonds, except the four per cents deposited as security for circulation. Upon the four per cents the banks were to receive at the rate of \$110 of currency for \$100 of bonds, the arrangement to continue until January 1, 1890, and thereafter the amount to decrease one dollar each year until it reached the par value of the bonds.

Some question having arisen with regard to the two neasures, it was determined to ask the opinion of Controller Knox. Mr. Knox went before the committee this afternoon and expressed the opinion that there was little to choose between the measures as to their ultimate effect. He expressed a qualified preference for the sub stitute as being simpler and more easily understood, stitute as being simpler and more easily understood than the original. Upon the conclusion of Mr. Knox's remarks the question of substitution was decided affirmatively by a vote of 5 to 3. Senstor McPherson's bill was then offered as a substitute for the Aldrich proposition. It provides for the Issue of circulating notes equal in amount to the per value to the bonds of all kinds deposited as security for circulation. The vote upon this question resulted in a tie—4 to 4—Senator Beck not being present. The committee adjourned for the day without having reached final action. reached final action.

MANY POSTMASTERS RESIGNING.

Washington, Jan. 24 .- Since the beginning of the present session of Congress eighteen postmistors of the Presidential grade have resigned their offices, six resignations having been received on one day of last week. Officials at the Post Office Department declare that such a number of resignations to so short a time is un-

The reasons given for the resignations are dissatisfaction with the recent realiastment, resulting in some cases in lowering of salaries, and with the small allowcases in lowering of salaries, and with the smill allow-ances made by the department for clerk bire, office equip-ment and other items, which compet the postmasters to spend their own means in maintenance of the postal service. In the case of third-class Presidential post-offices no allowance is made for clerk-hire, office rent or other expenses, and returns received at the Department show that up to October 1 last the Presidential postmas-ters, in number 3,000, have paid \$440,000 from their own salaries during the fiscal year for clerk hire alone.

SENATE COMMITTEE ON POST OFFICES. Washington, Jan. 24 .- The Postmaster-General was in consultation with the Senate Committee on Post Offices and Post Roads this morning, in relation to the use of the mails by lettery companies. A sub-comrittee, consisting of Senators Sawyer, Wilson and Jackson was appointed to consider the matter at greater length and further to counsel with the Postmuster-General. Informal opinions expressed by members of the committee the mails of all newspapers containing lottery advertisements and the withholding of money orders and registered letters addressed to lottery companies.

The committee decided to devote its next regular meeting to the consideration of the postal telegraph bill. Dr. Norvin Green, president of the Western Union Telegraph Company, and Gardiner G. Hubbard are expected to be present.

POSTAL NOTES AND MONEY ORDERS. Washington, Jan. 24.-During the quarter nded September 30, 1833, 270,000 postal notes were issued, and it is estimated that the aggregate issue for the fiscal year will reach 5,000,000 notes. From present indications the number of money orders issued will show a decrease of 133,776 as compared with the preceding fiscal year. The postal notes are said to be much more difficult to audit than the money orders, and if the estimates above given are correct an addition of forty-two elerks to the clerical force of the Sixth Auditor's office will be required.

TONNAGE ON CARGO BOATS IN CHINA. Washington, Jan. 24.-Recently the Chinese ustoins authorities at Shangbal and Peochow attempted to levy a tonnage tax on cargo beats plying within the limits or those ports and particularly at Woosung. Against this measure Mr. Young, American Minister at Peking, protested, on the ground that to collect duties at Woosung, which was within the limit of the port of Shanghal, was evident topropriety and an obvious disadvantage to all commercial futerests at the latter place. Mr. Young now reports to the Department of State that the Impertal Governor has ordered the discontinuance of the lay of the tax at Woosing and made arrangements entirely satisfactory to the Legation.

A DENIAL BY SENATOR INGALLS. Washington, Jan. 24.—Senator Ingalls emphatically denies all reports that he is an aspirant for the position of United States Circuit Judge, to succeed Judge McCrary. He said to-day: "I am not now, nor have I ever been, a candidate for the place. I would not accent if under any circumstances if the position were tendered me."

THE REMAINS OF DE LONG AND MEN. Washington, Jan. 24.-The Secretary of the Navy to-day received a cable message from Micister Hunt at St. Petersburg, announcing the departure of Lieutenant Harber from Moscow, De Long and party, for New York.

NOMINATIONS CONFIRMED.

Washington, Jan. 24, -The following nominations were confirmed by the Senate in Executive Session to-day; William H. Grang, of Naw-York, to be assistant appraiser district of New-York; Cyrus A. Stevans, York; Edward S. Powler of, New-York, to be assistant pay inspector; Edward May, of Masachuseits, to be a pay director in the Navy; Paymaster Arthur J. Pricehard, of Maryland, to be a pay inspector in the Navy; and Henry Russell, to be postmaster at Morristown, N. Y.

AIDING CATTLE MEN.

Washington, Jan. 24.-The sub-committee of the House Committee on Agriculture agreed to-day to report with two amendments the bill prepared by the Cattle Breeders' Convention for the extirpation of diseases among domestic animals. The appropriation de terrained upon is \$250,000, instead of \$500,000, and the ites are required to contribute a sum equal to that ap though among them by the general Government. The seri will be submitted to the entire committee to

EACH SENATOR TO HAVE A CLERK. Washington, Jan. 24.-Mr. Jones, of Nevada, from the Committee on Contingent Expenses, reported with an amendment the resolution of Mr. Butler, referred to that committee yesterday, providing a cierk for each Senator who is not chairman of a committee. The amendment fixes the compensation of each such clerk at 86 per day and limits the time of their employment to the duration of the Concressional session. The resolution ingly was agreed to by a vote of thirty

ARMY ORDERS.

Washington, Jan. 24.-The leave of absence granted Henry C. Cook, 2d Infantry, August 28, 1883, has been extended one month; a leave of absence for four months, to take effect March 12, 1884, with permission to go beyond sea, has been granted Brigadier-General Oliver O. Howard; the extension of leave of ab-General Oliver O. Howard; the extension of leave of absence granted Captain Frank T. Bennett, 9th Cavalry, N. Jenner 10, has been further extended two months; leave of absence from February I until further orders, on account of siekness, has been granted First Lieutenant George M. Kingabury, 12th Infantry; the leave of absence granted First Lieutenant James A. Inchanna, 14th Infantry, January 7, has been extended two months.

NAVAL INTELLIGENCE. Washington, Jan. 24.-Lieutenant-Com-

mander Thomas M. Gardner and Lieutenant James A. Chesley were to-day placed on the retired list of the Navy on account of physical disabilities.

Miers Coryell, civillan member of the Naval Advisory Board, has tendered his resignation to the Secretary of the Navy. He says he finds himself unable to give the recessary time and attention which the position demands. Secretary Chandler, in accepting the resignation, expressed to Mr. Coryell the thanks of the department for the zeal and fidelity with which he has performed all his duties as a member of the board, and says: "If, as cannot be doubted, the engines of the new vessels of the Navy shall prove successful you will have the satisfac-tion of knowing that you have contributed materially to the tayarquie rapid." gn P. V. Lansdale has been detached from the

ens and ordered to the Ossipce.

WASHINGTON NOTES.

Washington, Thursday, Jan. 24, 1884. THE SAME WITNESSES IN MANY CASES. - Mr. Haight, a special examiner of the Department of Justice, to the House Commuttee on Expenditures in that department, reported the result of examinations in the Marshai's office in the Northern District of New-York, and said one of the principal discoveries made was the practice of the same witnesses appearing in many cases. THE HAWAHAN TREATY.-In the Senate to-day Mr.

Mergau, from the Committee on Foreign Relations, re-ported back adversely the Joint resolution abrogating the A TREASURY RULING .- The Secretary of the Treasury

has made a railing that where a vessel has been con-demned in a State court in an action in rem. and sold under the judgment, if the vendee presents a proper bill of sale under section 4.193, Revised Statutes, the Collec-ter should not decline to issue marine papers on such bill of sale.

COLLECTOR FOR ALASKA.-The President has nominated Peter French, of Colorado, to be Collector of Customs for the District of Alaska. THE POSTAL TELEGRAPH QUESTION. - The Senate Com-

mittee on Post Offices and Post Roads has decided to receive written or printed briefs upon the postal telegraph bills received to it, and gives notice that all communications on the subject should be sent in time to reach the committee not later than next Thursday.

To PAY ROYALTY ON TELEPHONES.-The claim of the American Bell Telephone Company against the Government for payment of a royalty on all telephones manufactured by the United states Signal Service, in use by the Government, as infringements on the Bell patents, was settled to-day by a contract whereby the Government pays the Bell Company the royalties claimed.

FRAUDULENT LAND ENTRIES.—During the past week the Commissioner of the Concept Land College has had for

the Commissioner of the General Land Office has held for cancellation one entry of public lands in California dis-covered to have been fraudulently made, fifty-one in Colorado, ten in Dakota, three in Minnesota, three in New-Mexico and ten in Oregon.

BR WSTER CAMERON'S NOMINATION .- The order for a favorable report on Brewster Cameron's nomination to be Receiver of Public Moneya at Tucsen, Arizona. has been reconsidered by the Senate Committee on Public Lands and the nomination will not be reported until further action by the committee. To MAKE PUBLIC ROADS POST ROUTES.—In the Senate

to-day Mr Hill, from the Committee on Post Offices and Post Roads, reported favorably the bill making all public roads post routes A HOUSE PENSION BILL REPORTED .- In the House to

day Mr. Hewitt, of Alabama, from the Committee on Pensions, reported a bill granting pensions to survivors of the Mexican and other wars. PUBLIC BUILDING BILLS.-In the House to-day bills were reported increasing to \$1.500,000 the appropriation for the Pittsburg public buildings, and for public build-ings at Chattanooga, and Augusta, Me.

THE M'GEOCH LARD DEAL.

MR. WELLS'S LAW SUIT-THE STORY OF A DISAS-TROUS SPECULATION

MILWAUKEE, Jan. 24. Daniel Wells, jr., has filed the complaint in his suit calling upon Peter McGeoch, for an account of all money which Wells let him have to carry on his wheat and lard deals from 1881 to 1883 inclusive. The defendant, McGeoch, has filed motions asking for Wella's deposition under oath, and that Wella make his complaint nore specific. Wells alleges that McGeoch has not counted for over \$100,000 profits made in a wheat deal

He further says that in 1883 . Wells agreed to purchase ard with McGeoch, each to bear half the cost, and to old a half interest in the transaction; and that McGeoch cought lard in April, May and June, 1883, a part of which was paid for and part obtained on credit. On June 16 Mc-Geoch told Wells that he was pressed for money and that they must sell lard at a tremendous sacrifice. The amount of money involved at that time was between \$3,000,000 and \$3,500,000.

A collapse followed and a receiver was appointed for

the firm of McGeoch, Everingham & Co., the agents in making the purchases of lard. Attachments were issued

making the purchases of lard. Attachments were issued against Wells's property by courts in Wisconsin, Illinois and allehiran. One day siefecech told him that he could effect a settlement on a basis of 50 cents on the dollar. The firm's liabilities, Medicoch said, were 81,300,000, but the compromise would call for only \$650,000, Of this sum \$200,000 was in the hands of the receiver and \$450,000 must be raised by Medicoch and Wells. Wells says he had paid \$700,000 on account of lard purchases, hesides \$100,000 previously inaccounted for by McGeoch on wheat purchases. McGeoch was in a hurry to settle and said that each day would make a compromise more difficult, and threatened the complainant with financial ruin and even physical violence if he did not advance \$225,000, which he finally paid, signing papers on July 17, 1883, forgetting at the time about the \$100,000 previously unaccounted for, as he was in an excited and anxious state of mind. The case will come before Judge Hamilton, Saurday.

A DOCTOR'S SHOCKING STORY.

FRIEND'S BODY DISCOVERED IN THE DISSECTING

ROOM-THE FAMILY UNENLIGHTENED. CHICAGO, Jan. 24 .- The Chicago Times dedares this morning that Dr. Temple S. Hoynes, of this city, found the body of a friend on a dissecting table in the Hahnemann College six years ago, and, although he has continued to attend the family ever stace, never dis-closed the facts. In the meantime the family of the de-ceased continued paying insurance premiums on a policy of \$20,000, on the supposition that he was still alive. In the published accounts of an interview, Hoyne says that the published accounts of an incircular, the body finding its discounter from exposure, the body finding its way to the Morgre. He states, in explanation, that he was shocked on discovering the body, and intended informing the family; but, he said "as the boys needed a subject, I let them go along with their work." He also that it might have been a case of mistaken ider childen sustained him in keeping the matte

A MONEY BROKER MURDERED.

REATEN TO DEATH NEAR HIS OWN DOOR. MOUNT CARMEL, Ill., Jan. 24 .- Bushrod W. Mahone, a wealthy money broker, was murdered here within a few reet of his own gate in the most public thoroughfare of this city, at 6 o'clock on Tue-day night.
Along that portion of the street is a row of silver poplar along the period of the standows, even on light nights. The assailant used a blant instrument and was evidently bent on murder, as any one of the three or four blows dealt the victim would have occasioned death. Mr. Mahone died without giving a sign. There is no clow to the nurderer, and the motive is unknown.

PENNSYLVANIA SINKING NUND.

HARRISBURG, Penn., Jan. 24,-One point in writ of mandamus to compel the Commissi Sinking Fund to invest moneys therein monthly under the Humes act, was settled by the court to-day. When the case first came the defence raised the point that the ourt had no jurisdiction, bussmuch as the act of May 25, 1881, by which writs of mandamus can issue against State officers, did not fuclude the Commissioners of the Sinking Fund. The Attorney-General maintained that the act included the Auditor-General, State Treasurer and sceretary of the Commonwealth individually, and that they could not be protected under another title, in a much as from their very offices they were made Commissioners of the Sinking Fund.

the sinking Fund. Judge Sunonton to-day filed an opinion, in which he de-ded that the court has Jurisdiction, taking the same lew of the question as the counsel for the State. The existent does not in the least affect the main question,

THE LEADVILLE BANK PAILURE.

Washington, Jan. 24 .- Controller Knox,immediately on receiving information of the failure of the First National Bank of Lewtville, requested N. P. Laugford, National bank examiner, who was at Denver, to ged to Leadville and make an examination of its affairs. A dispatch was received by Mr. Knox from the examiner to-day, stating that he was in charge of the bank, and that an officer of the bank had absconded with

bank, and that an district important books.

The examiner also stated that by an error in the first dispatch given to the press many people were led to suppose that the First National Bank of Denver was in some way affected by the failure of the Leadville bank, which was a great mistake, as all the banks in Denver are believed to be in good condition.

A FIRE INSURANCE CONTEST.

MILWAUKEE, Jan. 24.-The fire adjusters in the H. G. Razell Company's case may that the firm was on the eye of bankruptcy when the fire occurred. The adjustment was submitted to appraisers, one of who hosen by the insurance companies, and one by the firm. The inventories of the appraisers and the firm vary The Chief of the Fire Department and the and develop that the fire was of incendiary origin, and develop that the gas-burner on the upper floor was found twisted off, and the gas escaping when the fire department arrived. The firm say that they cannot tell what the assets or liabilities are, but the underwriters, who had the books examined by an expert, say that the books didn't balance by nearly \$17,000. A legal fight over the insurance will follow.

STEERAGE PASSENGERS STARVED,

New-Orleans, Jan. 24 .- One hundred and four Italian emigrants who arrived here about two weeks ago in the German steamship Prinz Georg, and whose pitiful tale of starvation at sea and indifferent treatment by the captain caused the trial of the latter before United States Commissioner Hunt, who sent him under \$1,500 bonds for trial before the District Court, have filed a libel against the captain and owners of the vessel in the United States District Court, each passenger claiming damages, and the penalty for violation of the agreement to carry and properly provide for each passenger, a total of \$30,680

AGAINST TICKET " SCALPING."

Annapolis, Jan. 24.-A bill was introduced in the Maryland House of Delegates to-day looking to the breaking up of railroad ticket selling by scalpers. It provides that any party, other than regular agents, must old a certificate from the transportation company by thich the theket is issued before offering it for sale. The emilty proposed for a violation is a fine of \$500 and one

A LIGHTHOUSE ABANDONED. BALTIMORE, Jan. 24.—The lighthouse tender

Holly this morning took the crew from the lighthouse at Seven Foot Knoll, in the mouth of the Patapaco, as the

house was deemed unsafe because of running ice from the upper Chesapeake. The lantern was lighted, but no fog bell was sounded during the day. IMITATING PECK'S "BAD BOY," Oswego, Jan. 24.-Robert Stephens and William Copley, age thirteen years, were arrested here last night for vagrancy. The boys left Kingston, Ont., a few days ago to seek their formes. They stated that they had been reading "Peck's Bad Boy," a copy of which was found in them. RAILWAY INTERESTS.

RAPID TRANSIT IN BROOKLYN.

SECURITY - HOLDERS OF THE BRUFF ROAD ENTER A meeting of the security-holders of the

Brooklyn Elevated Rallway (Bruff Road) was held at the St. Nicholas Hotel, in this city, yesterday afternoon.to receive the report of the committee appointed at a previous meeting for the purpose of investigating and recommending a plan for the completion of the structure. Isaac B. Rice, of No. 11 Pine-st., secretary to the committee, read the report of the committee. Two agreements were submitted for the consideration of the security-holders, and recommended to them for signatures. The first was called the "cash sui serfbers' agreement No. 1," and its salient points being That no subscriber shall be called upon to pay any portion of his subscription unless \$400,000 are subscribed before the 20th day of February, 1884; that no money shall be expended unless before April 1, 1884, a contract is obtained which will secure the construction and equipment of the Railway from Fulton Ferry or the Bridge to East New-York; that the securities to be issued to the subscribers will be divided among the subscribers in exact proportion to the money subscribed by each."

The second was called "security holders' agreement
No. 2," and its principal provisions were as follows;
"The subscribers of assessment receipts will receive on
completion of the railway, first mortgage bonds for the
principal of their receipts. The subscribers of first mortgage bonds will receive second mortgage bonds, the issue
of which second mortgage shall not be in excess of the
amount of first mortgage bonds now outstanding, which
is less than \$1,500,000. These second mortgage bonds
will run for thirty years, bearing interest at the rate of
three per cent for the first three years and five per cent
therenfor. The subscribers of stock on which assessment has been paid will receive fifty per cent in stock.
The subscribers of stock on which no assessment has
been paid will receive fiftee in a sees."

Professor Rue said that a firm of fron dealers had assured the committee that it the \$400,000 were subscribed
as above, and a deposit made, they would contract to act proportion to the money subscribed by each."

Professor Rice said that a firm of from dealers had assured the committee that if the \$400,000 were subscribed as above, and a deposit made, they would contract to complete the road to East New-York. The cost would be from \$1,300,000 to \$1,600,000. They would take \$1,100,000 in bonds. Hugo Rothseblid and Frederick Tulman spoke strongly in favor of pushing the road Edward Lauterbach said that Receiver Schuffer would co-operate with the bondholders in their efforts to complete the road.

Those present then signed the agreements, and \$170,000 in cash was subscribed and \$25,000 more promised on the first agreement, and the second was signed by holders representing \$157,000.

DISCUSSING PASSENGER INTERESTS.

Eighteen railroads were represented at the neeting of the Joint Executive Committee (Passenger tenartment) of the trunk lines and their western connec ons yester lay. The day was spent in discussions, out of which, however, no decided action has yet grown. The subject of pool percentages and the operation of difrential fares was taken up at length The differences established between the rates over the strong and the eak lines have generally been working in favor of the St. Louis lines, and this has continued under the extension of the system to the Missouri River points beyond Chicago and St. Louis. The roads which have been Chicago and St. Louis. The roads which have been mable to maintain their allotted percentages naturally desire a chance in the differential rates, and the controversy arises over the question whether the rates by the lines failing behind should be reduced or their propertion of the business cut down. No action was taken resterday except in the case of the Lake Ericand Western Radiroad, which was allowed the same differential rate on west-bound as it enjoys on east-bound business. Many of the questions to be settled by the committee hinge upon the terms under which the New-York, West Shore and Buffalo road will be come a member of the pool. It is understood that that come any will be prepared to submit its proposition to-day. After agreeing upon special rates for several conventions, etc., the committee adjourned till to-day.

RAPID TRANSIT ROUTES AND PLANS. The Rapid Transit Commissioners held no meeting yesterday, but consulted in executive session

with their consulting engineer concerning the proposed new routes without arriving at any definite conclusions. An invitation was received from George A. Dubreuil, o Baltimore, to examine, at No. 462 Tenth-ave., the working model of a car propelled on a surface railroad by means of a steel band acting on

AFFAIRS OF THE UNION PACIFIC.

ANNUAL REPORT OF THE GOVERNMENT DERECTORS. Washington, Jan. 24. - The Government directors of the Union Pacific Railway Company have sent their annual report to the Interior Department. The report is a long one, containing nearly a hundred printed pages. According to it, "the caraings and expenses of the road and operated lines for tea months ending Octo-31, 1883, are as follows:

U. P. Ry. Branches, Total Farming -s917,433,906 82 87,487 140 60 894,622,006 51 Expenses 8,344,996 62 4,887,471 05 13,330,338 57 Net Enreings. Filoso,030 20 \$2,301,577.74 \$11,991,697.94 This shows a decrease in the total surplus earnings dur-

anded debt of the company after deducting bonds

1882, was \$82,505,05375, and on June 30, 1885, \$83,947,980, showing an increase of \$1,423,926 2 tooks, bends, and other scentiles held as investments to be \$59,953,480 40 at their face value, from which the campany acrived an income during the year of \$2,171,962 85, and from other investment accounts there was received \$109,793 50, making a total of \$2,281,755 35.

The floating debt statement shows that the total debt under the United States Railroad Commissioners' view on June 30, 1882, was \$10,754,891 87, and on June 30, 1883, \$6, 189,248 68; under the company's view, on June 30, 1882, it was \$13,365,367,91; on June 30, 1883, \$8, \$44,499.76. The total resources in 1882 were \$10,502, \$15.58; in 1883 \$9,688,046 23. The floating debt under the company's view, it will be seen, has been reduced \$4,524,007 15, while the offsets under the same view have diminished only \$903,369 35, a net reduction of \$3,620, 227 80. This reduction, the directors say, has been offected by pursaing the polley recommended in their last report.

feeted by pursuing the policy recommended in their last report.

The regular quarterly dividends of 13 per cent have been declared from earnings without impairment of the surplus. A statement of earnings upon which the last dividend was declared shows that for the quarter the gross carnings were \$5,769,521 71; the operating expenses and taxes were \$2,653,739 20, and the surplus left after paying the divid nd was \$842,285 51. Not withstanding the general depression in business the surplus of the road for November was \$1,782 50 over that of the same month of 1882.

The original land grant to the Union Pacific embraced as near as may be estimated about 11,200,000 acres. The grants to the Kansas Pacific and Denver Pacific embraced about 7,004,000 acres, making a total of 18,204,000 acres to the consolidated company.

Of the original right to the Union Pacific, 8,877,892 acres remain cusoid, and of the grant to the Kansas and Denver Pacific companies, 5,258,725 acres remain cusoid, and of the grant to the Kansas and Denver Pacific companies, 5,258,725 acres for the sam of about \$15,500,000. The methods of sale are for cash, with a discount of 10 per cent on five or ten years' time, in instalments of 1.5 or 1-10 with annual interest at the rate of 6 per cent on deferred payments. Or the original Union Pacific issue of \$10,400,000 worth of bonds, it is

in instalments of 1.5 or 1.10 with annual interest at the rate of 6 per cent on deferred payments. Of the original Union Pacific issue of \$10,490,990 worth of bonds, it is understood that some \$5,500,000 bave been cancenled by the proceeds of sales. The estimated value of the company's misoid lands is \$17,500,000.

After reviewing the negotiations which ended in an alltance between the Union Pacific, the Rock Island and the St. Paul companies, the report says that the Government directors approved the agreement after being informed that it did not violate the company's charter. It then commues:

"At the date of the submission of the report it is not "At the date of the submission of the report it is not known what action these roads will finally decine upon, but it seems obvious that a union of all the roads interested upon some such basis as the one proposed would be such more advantageous to all and to the general welfare than a continuance of the rainous competition. A railroad war in which rates are cut below the point where freights can be carried at a profit is destructive to the business interests of a community no less than to the corporations immediately concerned. Steady and fixed rates, even inough they are higo, are much more conductive to a healthy and prosperous business condition than the unsettled and fluctuating rates, however low, which are brought about by the competition of rival roads. It is confidently hoped that the contract will be accepted as the basis of a permanent arrangement between all the roads concerned, and that under it the roads will de a profitable business, while the communities rouge will do a profitable business, while the communities along their lines will derive permanent bonefit therefrom."

THE NEW-ENGLAND ROAD'S TAXES. THE ARGUMENT FOR THEIR ABATEMENT-WHAT THE

PROPERTY IS WORTH. HARTFORD, Jan. 24 .- A hearing was had be-

ore the Finance Committee of the Legislature this after noon, on the petition of Receiver Clark, of the New-York and New-England Railroad, for abatement of taxes. Club, and his application was accompanied by the follow-Simeon E. Baldwin, counsel, made a statement of the condition of the road; he said the company had not money o pay them. He urged the importance to the State and the public that the proposed double-tracking of the road should be completed. He presented a bill to the committee asking that the taxes due for 1881 be abated en tirely; that the collection of the taxes due for 1882 and 1883 be deferred until February, 1886, and that if miles of road shall be double-tracked at that date the total amount of taxes due shall be abated. Mr. Clark also gave a detailed statement of the road's affairs, and of the gave a detailed statement of the road's affairs, and of the reasons for asking for the abatement. He, as receiver, and no money to pay taxes, and if compelled to pay them would be compelled to pay them would be compelled to borrow money for the purpose. The abatement would furnish great reflet to the road and enable the company to place it in a better position than now to be assful to the public. In his cross-examination by Richard A. Huibard, counsel for the state Treasurer, and the said that depended so much upon how the property was to be used that he could not easily answer the question. He finally gave the sum of \$15,000,000 are within \$5,000,000 are tree includes a wound. The danger in a fracture is always the severing of an artery or nerve, and it is essential that the broken time to handled as gounty as possible. The iscure explained the use of splints sain their application with bundages. The iccture occurred hours.

teatimony as to the benefit the road has been to their lo-calities, and the need of the proposed abatement to aid the road in recovering from its crippled condition. Daniel A. Gleason, State Treasurer of Massachu-setts, gave the history of that State's financial aid to the road. Massachusetts was the largest creditor of the road and of course had an interest in having the road relieved of every embarrassment. In contrasting the different systems of assessing taxes in Massachusetts and Conco-ticut, he thought it might be hard sometimes on weak roads, and the system might in such cases give a reason for leg-islative action and for relief.

INTER-STATE COMMERCE BILLS. ARGUMENTS BY RAILROAD MEN IN OPPOSITION TO

Washington, Jan. 24.—Captain J. P. Green, vice-president of the Pennsylvania Railway Company, and David W. Sellers, representing the Philadelphia, Wilmington and Baltimore Company, made arguments this morning before the House Committee on Commerce upon the thirteen inter-State commerce bills before that committee. Captain Green referred to the fact that the bills covered two entirely distinct classes of legislation, one providing for commissions with more or less power, and the other for the direct regulation of rates, the prevention of drawbacks and pools, and the posting of schedules of rates of freights which cannot be changed except on from five to thirty days' notice. He took the ground that the experience of all American railroad people confirmed that of England and other foreign countries, where the question had been investigated, that it was impracticable, or, if practicable, impolitic, to attempt to regulate the question of rates upon railways, or to prohibit the pooling arrangements under which equal rates were now secured to shippers. All that any shipper could reasonably demand was like rates under like circumstances, and no nelad rule could be laid down which would cover the thousands of cases experienced upon each road. He referred to the Reagan bill of the last Congress as unjust

and damaging to the business interests of the country.

Mr. Sellers took the broad ground that there was no power in Congress to regulate the railroad Inter-State commerce in the sense proposed in the bills before the committee. He referred to the numerous decisions of the commerce in the souse proposed in the bills before the committee. He referred to the numerous decisions of the Supreme Court in support of his argument that the power of Congress is confined to the regulation of commerce passing over navigable waters between States. He asserted that there is no such thing as commerce between States by rail in the constitutional sense of the word. He argued that there is no such thing as commerce between States by rail in the constitutional sense of the word. He argued that the reads are characred by the States, are under State control, have their rates regulated by the States, and that it is only through agreements between the railroad companies terminating at the State lines that inter-State commerce is now carried on. He said that several States, notably New-Jersey, have the power to repossess themselves of the railroads under their own sovereign power, and that a State having exercised this power, it would not be claimed that Congress could prescribe what rates a State should charge over its own roads. The roads, he said, were merely performing a dury devolving upon the State in turnishing a highway and charter confined the railroads to this character of business, and it was only within recent years that the roads assumed like private functions of common carriers. The two functions were, he said, entirely distinct. If a road violated its franchise from the State, the State had the power to punish the violation, whereas if the road failed in its duty of common carrier the courts would step in and protect the rights of the shipper.

Mr. Sellers continues his argument to-morrow, and will be followed by Chauncey M. Depew for the New-York Central Railroad Company.

WORK BEGUN ON A "PARALLEL" ROAD. NEW-YORK AND CONNECTICUT AIR LINE-GROUND BROKEN.

Bringeport, Conn., Jan. 24,-The work of actual construction on the New-York and Connecticus Air Line Railroad ("Oinstead Parallel") began to-day, a half mile north of this city. Henry R. Parrott, one of the leaders in the movement for a parallel road, broke the ground. The projectors of the line announced yesterday that they had given out the contracts for the building of the road from the New-York State line to New-Haven. A large force of men will immediately begin digging at seven or eight different points along the route. Mr. Parrott has been for several years prominently connected with the enterprise of running a parallel road, and intends to have a stroke at the last spike

which may be driven on the completion of the line.

The layout of this road is from Greenwich to New-The layout of this road is from Greenwich to New-Haven, and was approved by the Kaliroad Commission-ers several weeks before its leading rival, the Hartford and Harlen Radiroad Company, secured a like approval. The road must be built under the General Kaliroad Law, is the Legislature has refused to grant special charters for such purposes. The Radiroad Commissioners report that the experience of the New-York and Connecticit Air Line, and the Hartford and Harlem, the two most vigorous parallel schemes, has established beyond con-troversy the entire practicability of organizing and locat-ing a radiroad under the General Law without a special charter. The contractors have ten years in which to grade the road, and it is believed the air line will be con-pleted within that period. As soon as sections are graded for a considerable distance, it is proposed to com-mence the laying of rails and proceed with other work.

CANADA AND THE ONTARIO RAILWAYS. Toronto, Ont., Jan. 24,-The Ontario Legislature was formally opened this afternoon. Lieuteaunt-Governor Robinson in his inaugural address referred to the appointment of the new Governor-General, and said that he fact that the Marquis of Lanslowne was a trained ing the corresponding time hast year of \$655,450 or.

Owing to the improved condition of the roadowa and equipments, the decrease in the running expenses has been much larger propertionately than the failing off in the earnings. The number of miles operated was 4,340.8. erament, the Legislature is asked to consider to what extent this removes from the control of the Provincial Lea islature the roads constructed under its authority and subsidized out of the Provincial treasury. The Lieutenant-Governor referred to the result of the negotiations between Ontario and Manitoba respecting the inter-Provincial boundary, and says that a bill will be submitted giving full effect to that portion of the agreement which requires legislative sanction. Among the measures subrequires legislative smetion. Among the measures submitted for consideration are bills to render the services
of the Board of Health more effective; to further improve the lagor license laws; to consolidate and improve the laws relating to the destruction of noxious
weeds and to arrest discusses affecting fruit trees; for the
further improvement of the election law and for the prevention and punishment of corrupt practices at elections,
and to provide voters' lists for the unorganized parts of
the Province, also a bill for the extension of the frauohise. It is suggested that the subject of protecting the
public interest in streams used for the purpose of floating
thinber should receive attention.

MISCELLANEOUS RAILWAY INTELLIGENCE Hamfoud, Jan. 24.-A bill was introduced in the House to-day which forbids discrimination it freight rates on railroads. It is a copy of the Massachu-acus bill.

CHICAGO, Jan. 24.-Western railway manage a la business, were in session here all the foremon to day, but arrived at no conclusion upon any of the real points at issue. their effort to form a pool covering trans-Misson) Synacuse, Jan. 24.—The hearing in the Ostario

The directors of the Kentucky Central Railroad Company, at a meeting yesterday, elected C. P. Huntington president. John Echols, of Louisville, Ky., was re-elected vice-president, C. W. Smith, general manager of the Chesapeake and Ohio Rallway, was elected to the same position in this company, and J. E. Gates was chosen secretary and treasurer. Mr. Huntington has been a director of the road for several years, but the control of it has been a matter of some doubt. It passes now into the hands of the Chesapeake and Ohio Interest.

INSURANCE NEWS AND INCIDENTS.

The Insurance Journalists' Association of the United States met at the St. Nicholas Hotel yesterday. Among those present were Dr. J. H. Fowler, of The American Ezchange and Ecview, Philadelphia; J. H. Aldrich, of The Western Insurance Ecview, St. Louis; C. M. Rausom, of The Standard, Boston; Clifford Thompson, of The Spectator, New-York; Dr. P. Tertius Kempson, of The Insurance Age, New-York; Franklin Webster, of of the Insurance Age, New-York; Frankin Webster, of The Chronicle, New-York; C. C. Hine, of The Monitor, New-York, and J. C. Whitney, of Philadelphia. The session was devoted to discussing the insurance interests of the country and the growth of insurance pairmakem. Superintendent Harrison, of the Fire Insurance Pairol, issued a circular yesterially stating that fifteen heavy dry goods houses in the dry-goods district had been equipped with the automatic fire alarm, and that elever others had been equipped, in compliance with the Board of Fire Underwriters' recent requirement. By such equipment the premium rate has been reduced 5 cents to 19 cents on each risk.

cents on each risk.

A LETTER TO THE THIRTEEN CLUB. Chief Justice Decius S. Wade, of the Supreme Court of Montana, is said to be a progressive lawyer. He sought to become a member of the Tairteen ing letter, which is now in the hands of the Archivist : "Not long ago I sentenced a murdorer to be hanged ou Thursday, and the sentence was carried out on the day appointed. I could not see but the fellow enjoyed it just as well as though Friday had been the day appointed, and I thought poor, abused Friday looked a little brighter the next morning. If this does not entitle me to become a member of your chaft will further promise to have the next fellow hanged on any day you make."

DR. WOODBRIDGE ON "FRACTURES,"

A lecture on "Fractures" was given yester.